

From: Johnson, IT2 Clifford
Posted At: Friday, May 05, 2000 5:58 AM
Conversation: /INSURV QUARTERLY SURFACE SHIP MESSAGE NR 008//
Posted To: 05 MAY 00 FRI

Subject: /INSURV QUARTERLY SURFACE SHIP MESSAGE NR 008//
RATUZYUW RUCOMCB3106 1251345-UUUU--RUCOHAO.
ZNR UUUUU ZUI RUCOFAZ0361 1251200
R 041200Z MAY 00 PSN 858306I30
FM PRESINSURV NORFOLK VA//00//
TO RHMFIUU/CNO WASHINGTON DC
RUENAAA/CNO WASHINGTON DC
RUBDPLA/ //N09/N096/N09B/N3/N4/N43/N45/N454/N5/N8/N86/N87/N88//
RUCBCLF/CINCLANTFLT NORFOLK VA//N01/N3/N4/N43/N45/N46/N465/N467//
RHHMHAA/CINCPACFLT PEARL HARBOR HI//01/N3/N4/N43/N45/N46/N466//
RHHMHBA/CINCPACFLT PEARL HARBOR HI//01/N3/N4/N43/N45/N46/N466//
RUCBTFA/COMNAV SURFLANT NORFOLK VA//N00/N01/N3/N4/N41/N43/N44/N45/N8//
RUWDEAA/COMNAV SURFPAC SAN DIEGO CA
//N00/N01/N3/N4/N41/N43/N44/N418/N8//
RUCOSSA/COMNAV AIRLANT NORFOLK VA//N00/N01/N3/N43/N45/N454/N8//
RUWFEEA/COMNAV AIRPAC SAN DIEGO CA//N00/N01/N3/N43/N45/N454/N8//
RUCBKMC/COMSUBLANT NORFOLK VA//01/N3/N4/N45/N451//
RHHMDBA/COMSUBPAC PEARL HARBOR HI//01/N3/N4/N45/N451//
RULSMSC/COMSC WASHINGTON DC//N00/N01/N00S/N4/N42/PM1/PM2//
RUCOGAR/COMSCLANT NORFOLK VA//N4/N47//
RUWDXFH/COMSCPAC SAN DIEGO CA//N4/N47//
INFO RULSSEA/COMNAV SEASYS COM WASHINGTON DC
RUBDPLA/ //00/00TA2/05/05D/05L/05P/05U/05Z/91/91W/915/92TE//
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RULSDMA/PEO THEATER SURFACE COMBATANTS WASHINGTON DC
//PMS400D/PMS400F//
RULSSBI/PEO EXW WASHINGTON DC//00/01/PMS307/PMS325/PMS377//
RULSSBG/PEO MUW WASHINGTON DC//00/PMS303/PMS407//
RUENMED/BUMED WASHINGTON DC//02/24/242//
RUCTPOA/CNET PENSACOLA FL//01/00X1//
RUCTPOU/NETPDT C PENSACOLA FL//N34//
RULSAMS/NAVICP MECHANICSBURG PA//NAVICP-04//
RULSAMX/COMNAV SUPS YSCOM MECHANICSBURG PA//04/41/42/424/51//
RUEARDK/NAV MED LOGCOM FT DETRICK MD//03//
RULSBMS/NAV SURFWAR CEN SHIPSYSENGSTA PHILADELPHIA PA//9750//
RUCOPAW/COMNAV SAFECEN NORFOLK VA//00/01/30/35//
RULSGMZ/SERVSCOLCOM GREAT LAKES IL//JJJ//
RUCOBRO/COMAFLOATRAGR U ATLANTIC NORFOLK VA//00//
RUWDYAA/COMAFLOATRAGRUPAC SAN DIEGO CA//00//
RUCOFAE/NAVEN VIRHLTHCEN NORFOLK VA//00/01/IH//
RUCOQAJ/NAVOSHENVTRACEN NORFOLK VA//00/01//
RUDJABT/SWOSCOLCOM NEWPORT RI//60//
RUCCNON/COMNAV SURFRESFOR NEW ORLEANS LA//00//
RUCOHAO/INSURVLANT NORFOLK VA//00//
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RUWDXCG/INSURVPAC SAN DIEGO CA//00//
RUCOQAM/FTSCLANT NORFOLK VA//00/4100//
RUWDHLU/FTSCPAC SAN DIEGO CA//00/300/308//
BT
UNCLAS //N05100//
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MSGID/GENADMIN/PRESINSURV/MAY00//

SUBJ/INSURV QUARTERLY SURFACE SHIP MESSAGE NR 008//

REF/A/DOC/OPNAV/94NOV01//

REF/B/DOC/NAVSEA/96OCT01//

NARR/REF A IS OPNAVINST 5090.1B, ENVIRONMENTAL AND NATURAL RESOURCES PROGRAM MANUAL, WITH CHANGE 2 OF 9 SEP 99. REF B IS NAVSEAINST 9593.2, INSPECTION AND CERTIFICATION PROCESS FOR OIL POLLUTION ABATEMENT (OPA) SYSTEMS IN U.S. NAVY SURFACE SHIPS AND CRAFTS.//

POC/C. BRASSINGTON/CDR/CODE NEP/-/TEL:757-462-7578 X3028

/TEL:DSN 253-7578 X3028/E-MAIL: BRASSINGTON(AT)INSURV.NOSC.MIL//

RMKS/1. FOR TYCOMS: REQUEST THIS MESSAGE BE READDRESSSED FOR WIDEST DISSEMINATION TO SURFACE UNITS AND ISICS.

2. THIS QUARTERLY MESSAGE IS INTENDED TO PROVIDE INFORMATION THAT WILL HELP IMPROVE SURFACE FLEET MATERIAL CONDITION. THE FOLLOWING ENVIRONMENTAL PROTECTION ISSUES ARE HIGHLIGHTED:

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- NAVOSH AND ENVIRONMENTAL PROTECTION (NEP) ASSESSMENTS
- PLASTIC WASTE PROCESSING EQUIPMENT
- CERTIFICATION OF OIL POLLUTION ABATEMENT (OPA) EQUIPMENT
- ENVIRONMENTAL PROTECTION TRAINING
- ODS DISCHARGE DOCUMENTATION
- OIL CONTENT MONITORS
- THINNING MARINE COATINGS

3. NEP ASSESSMENTS: CHANGE 2 TO REF A WAS ISSUED 9 NOV 99. ARTICLE 19-2.2.6 REFLECTS THE RECENT FLEET REVIEW BOARD DECISION TO REQUIRE EITHER A NEP OVERSIGHT COMPLIANCE INSPECTION AS PART OF THE REGULARLY SCHEDULED INSURV INSPECTION OR A SEPARATE NEP ASSESSMENT, EVERY INTER-DEPLOYMENT TRAINING CYCLE (IDTC), NOT TO EXCEED 36 MONTHS FOR NON-DEPLOYERS. IF A SHIP DOES NOT HAVE AN INSURV MATERIAL INSPECTION (MI) SCHEDULED FOR THE CURRENT IDTC, THE TYCOM SHOULD SCHEDULE A NEP ASSESSMENT FOR THAT SHIP PRIOR TO THE NEXT DEPLOYMENT OR WITHIN 3 YEARS OF THE LAST INSURV MI. THE NEP ASSESSMENT IS NORMALLY CONDUCTED BY TWO INSURV INSPECTORS AND TWO ENVIRONMENTAL EQUIPMENT TECHNICAL ASSISTANTS DURING A 2 DAY INPORT PERIOD. THE ASSESSMENT REVIEWS EP PROGRAM REQUIREMENTS AND INVOLVES CHT, OWS, AND SOLID WASTE EQUIPMENT DEMONSTRATIONS IDENTICAL TO A REGULAR INSURV MI. A
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FINAL REPORT OF DEFICIENCIES IS PROVIDED TO THE COMMANDING OFFICER ONLY, IAW REF A ARTICLE 19-2.2.6. FOR MORE INFORMATION, CHECKLISTS, OR AN ELECTRONIC COPY OF REF A WITH CHANGE 2, CONTACT LCDR FRANCIS AT (757) 462-7578 EXT 3027, DSN 253-7578, OR E-MAIL

FRANCIS(AT)INSURV.NOSC.MIL. CHECKLISTS AND THE COMPLETE REF A WITH CHANGE 2 ARE ALSO AVAILABLE ON THE INSURV INTERNET WEBSITE, UNDER INSP PREPS NAVOSH, AT [HTTP:DOUBLE SLASH WEBIX.NOSC.MIL SLASH INSURV](http://double.slash.webix.nosc.mil/slash/insurv).

4. PLASTIC WASTE PROCESSING EQUIPMENT: NEARLY EVERY NAVY SHIP, FFG AND LARGER, IS NOW EQUIPPED WITH PLASTIC WASTE PROCESSORS (PWP), WHICH MAY INCLUDE A PLASTICS SHREDDER AND TWO OR MORE COMPRESS MELT UNITS (CMU). DURING INSURV MATERIAL INSPECTIONS AND NEP ASSESSMENTS, THIS EQUIPMENT IS INSPECTED AND ALL UNITS DEMONSTRATED. FREQUENTLY DOCUMENTED CMU DEFICIENCIES INCLUDE DAMAGE DUE TO FAILURE TO CONDUCT PMS, LACK OF CLEANING, AND INCORRECT USE OF SPRAY COOKING OIL AS A MOLD RELEASE AGENT. SOME PWP OPERATORS AND MAINTAINERS WERE UNAWARE OF PMS REQUIREMENTS FOR REMOVING AND REINSTALLING THE RAM FOR MAINTENANCE UNDER MRC 76-C3QA-N. THIS NEEDS TO BE CONDUCTED EVERY 80 USE CYCLES OR IF THE CONTROL UNIT DISPLAYS MESSAGES 46, 47, 48 OR 49. FAILURE TO CONDUCT THE PMS CAN RESULT IN THE RAM JAMMING FROM PLASTIC

BUILD-UP. INSURV SAW A FIFTY PERCENT INCREASE OF INOPERABLE CMUS OF
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THOSE INSPECTED IN 1999, MOSTLY ATTRIBUTED TO LACK OF PMS. CMUS ARE
TIME CONSUMING TO CLEAN, BUT FAILURE TO CLEAN THE UNITS AFTER EACH
USE CAN LEAD TO SANITATION PROBLEMS AND EQUIPMENT FAILURE. SOME
SHIPS HAVE FOUND THAT CLEAN-UP WAS EASIER IF AS MUCH FOOD RESIDUE AS
POSSIBLE WAS REMOVED PRIOR TO SHREDDING AND MELTING. THIS CAN BE AS
SIMPLE AS ADDING A TRASH CAN LABELED FOR FOOD CONTAMINATED PLASTIC SO
IT CAN BE HANDLED SEPARATELY. CLEANING THE CMU IS ALSO EASIER IF THE
PROPERLY MIXED MOLD RELEASE AGENT IS APPLIED LIBERALLY TO ALL
INTERIOR SURFACES OF THE CMU CHAMBER, RAM FACE, AND DOOR FACE
IMMEDIATELY AFTER CLEANING, AND PRIOR TO LOADING PLASTIC. THE MOLD
RELEASE AGENT CAN BE ORDERED USING NSN 1H009-LL-H36-4132, MACLUBE 317
MOLD RELEASE EMULSION. SOME SHIPS WITHOUT THE MOLD RELEASE AGENT ON
HAND HAVE USED COMMERCIAL SPRAY COOKING OIL, WHICH REACTS AT THE HIGH
TEMPERATURE TO CREATE A STICKY RESIDUE THAT REQUIRES REMOVAL WITH A
SCOURING PAD. ANOTHER PROBLEM HAS BEEN MOTOR AND BRAKE ASSEMBLY
FAILURE DUE TO WATER INTRUSION INTO THE BRAKE. REPLACEMENT OF THE
ENTIRE UNIT IS BEYOND SHIP'S FORCE CAPABILITY. IF YOU HAVE THIS
PROBLEM, REQUEST TECHNICAL ASSISTANCE FROM FTSCCLANT OR FTSCPAC, WHO
WILL INSTALL THE NAVSEA-APPROVED FIX. THIS AND MORE INFORMATION ON
PWP LESSONS LEARNED WERE PROVIDED IN NAVSEA ADVISORIES AVAILABLE ON
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THE NAVSEA NAVY SHIPBOARD INFORMATION CLEARINGHOUSE WEBSITE
WWW.NAVYSEIC.COM, OR ON THE INSURV WEBSITE HTTP: DOUBLE SLASH
WEBIX.NOSC.MIL SLASH INSURV, UNDER INSP PREPS NAVOSH.

5. OIL POLLUTION ABATEMENT (OPA) EQUIPMENT CERTIFICATION: OPA
EQUIPMENT CONSISTS OF THE OILY WASTE TRANSFER, HOLDING, AND
PROCESSING SYSTEM, WHICH INCLUDES THE OIL WATER SEPARATOR (OWS), OIL
CONTENT MONITOR (OCM), AND MEMBRANE POLISHING UNIT (IF INSTALLED).

OPA SYSTEMS REQUIRE INITIAL AND PERIODIC CERTIFICATION. REF B
DEFINES THE CERTIFICATION REQUIREMENTS AND PROCESS. NAVAL SURFACE
WARFARE CENTER, CARDEROCK DIVISION, CONDUCTS THE INITIAL
CERTIFICATION OF OPA SYSTEMS ON NEW CONSTRUCTION SHIPS AND NEWLY
INSTALLED SYSTEMS. THE TYCOM IS RESPONSIBLE FOR CERTIFYING SHIPS
IN SERVICE AND FOR ISSUING THE 5-YEAR RECERTIFICATION. BETWEEN THE
INITIAL CERTIFICATION AND THE 5-YEAR RECERTIFICATION, PERIODIC
INSPECTIONS MUST BE CONDUCTED AND THE CERTIFICATE ENDORSED BY THE
COMMANDING OFFICER. AS DIRECTED BY THE FRB, INSURV CONDUCTS
CERTIFICATION INSPECTIONS, USING THE CHECKLISTS IN REF B, DURING
EVERY MATERIAL INSPECTION (MI) AND EVERY NEP ASSESSMENT. COMPLETED
CHECKLISTS ARE THEN FORWARDED TO THE TYCOM FOR INITIAL OR 5-YEAR
RECERTIFICATIONS, OR TO THE COMMANDING OFFICER FOR PERIODIC

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ENDORSEMENT, AFTER ALL CRITICAL DEFICIENCIES IDENTIFIED IN THE
CHECKLISTS ARE CORRECTED. THE CERTIFICATION ENSURES PROPER EQUIPMENT
INSTALLATION, AND IS EQUIVALENT TO THE INTERNATIONAL OIL POLLUTION
PREVENTION (IOPP) CERTIFICATE ISSUED TO PRIVATE SHIPS IAW TITLE 33,
CFR. IT DOES NOT ENSURE THAT THE OWS REMOVES OIL TO PRODUCE AN
EFFLUENT WITH LESS THAN 15 PPM OIL CONTENT. THE UNIT WILL ONLY
PRODUCE LESS THAN 15 PPM EFFLUENT WITH PROPER MAINTENANCE AND BILGE
WATER MANAGEMENT. A SHIP EQUIPPED WITH OPERATIONAL OPA EQUIPMENT MUST
USE THOSE SYSTEMS. IAW REF A, ARTICLE 19-5.4.2A, NAVY SHIPS EQUIPPED
WITH AN OWS AND OCM SHALL ATTEMPT TO LIMIT OIL AND OILY DISCHARGES TO
15 PPM WORLDWIDE. SHIPS WITH AN OWS BUT NO OCM SHALL PROCESS ALL
MACHINERY SPACE BILGE WATER THROUGH THE OWS BEFORE DISCHARGE. REF A

ALSO PROVIDES GUIDANCE FOR SHIPS NOT HAVING AN OWS OR HOLDING TANK. IF THE OPA EQUIPMENT IS INOPERABLE DUE TO EQUIPMENT MALFUNCTION, OILY BILGE WATER MAY BE DIRECTLY DISCHARGED IF THE ON BOARD RETENTION OF SUCH WATER POSES A SAFETY HAZARD. SUCH DISCHARGE MUST BE NOTED IN THE ENGINEERING LOG, IAW REF A, ARTICLE 19-5.4.5, AND A CASREP SUBMITTED FOR THE EQUIPMENT. CONTACT YOUR ISIC, TYCOM, OR LOCAL FLEET TECHNICAL SUPPORT CENTER FOR A COPY OF YOUR OPA CERTIFICATE OR TO ARRANGE INITIAL CERTIFICATION. NAVSEA POC IS MR. BRAD SMITH,
R 041200Z MAY 00 PSN 858302I26

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FINAL SECTION OF 02

MSGID/GENADMIN/PRESINSURV/MAY00//

SUBJ/INSURV QUARTERLY SURFACE SHIP MESSAGE NR 008//

SEA-03L12, AT (703) 602-8144, DSN: 332-8144 EXT. 202.

6. ENVIRONMENTAL PROTECTION TRAINING: CHANGE 2 TO REF A, ISSUED 9 SEP 99, HAD NUMEROUS CHANGES INVOLVING SHIPBOARD TRAINING.

A. AFLOAT ENVIRONMENTAL PROTECTION COORDINATOR (AEPC): INSURV INSPECTIONS HAVE FOUND A DIRECT CORRELATION BETWEEN SHIPS HAVING A DESIGNATED/PROPERLY TRAINED AEPC AND PROPER COMPLIANCE WITH AFLOAT ENVIRONMENTAL PROTECTION PROGRAMS. REF A, ARTICLES 19-2.2.7C AND 19-2.2.11, REQUIRE ALL SHIPS TO HAVE AN AEPC ASSIGNED, WHO MUST COMPLETE THE AEPC COURSE, A-4J-0021, AVAILABLE THROUGH NAVOSHENVTRACEN SITES IN NORFOLK AND SAN DIEGO. A SHIPBOARD TRAINING ENHANCEMENT PROGRAM (STEP) COMPUTER-BASED TRAINING (CBT) IS UNDER DEVELOPMENT FOR SHIPS UNABLE TO SEND THEIR AEPC TO A TRAINING SITE. INFORMATION ON THE COURSE AND HOW TO SUBMIT QUOTA REQUESTS IS PAGE 04 RUCOMCB3109 UNCLAS
AVAILABLE ON THE CURRENT CANTRAC (NAVEDTRA 10500) OR THROUGH THE NAVOSHENVTRACEN HOMEPAGE AT WWW.NORVA.NAVY.MIL SLASH NAVOSH SLASH.

B. SOLID WASTE MANAGEMENT TRAINING: CHANGE 2 TO REF A, ARTICLE 19-7.4C, REQUIRES ALL PERSONNEL ASSIGNED TO OPERATE AND MAINTAIN SOLID WASTE PROCESSING EQUIPMENT COMPLETE THE PLASTICS PROCESSOR COMPUTER-BASED TRAINING (CIN A-690-0003) AND PULPER/SHREDDER CBT (CIN A-690-0004) AVAILABLE ON THE STEP CD-ROM.

C. ALL HANDS AWARENESS TRAINING: CHANGE 2 TO REF A, ARTICLE 19-2.2.7A, REQUIRES ALL HANDS RECEIVE ENVIRONMENTAL TRAINING UPON REPORTING ABOARD AND ANNUALLY THEREAFTER. A NEW VIDEOTAPE WAS RECENTLY DISTRIBUTED THAT COVERS ALL THE TOPIC AREAS LISTED IN REF A FOR ALL HANDS TRAINING. THE VIDEOTAPE TITLE IS -YOUR SHIP, THE ENVIRONMENT, AND YOU-, PIN 806435.

D. CHT SUPERVISORS: CHANGE 2 TO REF A, ARTICLE 19-3.4, PERSONNEL ASSIGNED TO SUPERVISOR SEWAGE OR GRAYWATER DISPOSAL OPERATIONS SHALL COMPLETE THE SHIPBOARD SEWAGE COLLECTION, HOLDING, AND TRANSFER (CHT) COURSE, K-652-2141, PRIOR TO ASSUMING THESE DUTIES. THIS COURSE IS AVAILABLE ON THE STEP CD-ROM.

E. INCINERATOR OPERATORS: CHANGE 2 TO REF A, ARTICLE 19-4.3.3E, PERSONNEL ASSIGNED TO OPERATE THE INCINERATOR SHALL COMPLETE THE PAGE 05 RUCOMCB3109 UNCLAS
INCINERATOR OPERATOR PERSONNEL QUALIFICATIONS STANDARD (PQS), NAVEDTRA 43558, PRIOR TO ASSIGNMENT.

F. OPA EQUIPMENT SUPERVISORS: CHANGE 2 TO REF A, ARTICLE 19.5.5, PERSONNEL ASSIGNED TO SUPERVISE OILY WASTE PROCESSING AND DISPOSAL OPERATIONS SHALL COMPLETE THE OIL POLLUTION ABATEMENT (OPA) EQUIPMENT OPERATION AND MAINTENANCE COURSE, K-652-2196, PRIOR TO ASSUMING THESE DUTIES. ALL PERSONNEL WHO OPERATE OR MAINTAIN OIL PROCESSING, TRANSFER OR DISPOSAL EQUIPMENT SHALL COMPLETE THE OIL SPILL CONTROL

AND REMOVAL EQUIPMENT PQS, NAVEDTRA 43195-B, PRIOR TO ASSIGNMENT TO THOSE DUTIES.

G. OIL SPILL RESPONSE TEAM: CHANGE 2 TO REF A, ARTICLE 19-9.3C, REQUIRES ONE PETTY OFFICER IN EACH INPORT FIRE PARTY AND EACH REPAIR PARTY TO QUALIFY ON WATCHSTATION 304, OIL/HAZARDOUS MATERIAL (SUBSTANCE) SPILL RESPONSE SCENE LEADER, IN THE HAZARDOUS MATERIAL/ENVIRONMENTAL PROTECTION PROGRAMS AFLOAT PQS, NAVEDTRA 43528-A, WITHIN SIX MONTHS OF ASSIGNMENT.

7. OZONE DEPLETING SUBSTANCE (ODS) DISCHARGE DOCUMENTATION: REF A, ARTICLE 19-4.3.2F, REQUIRES SHIPS WITH AC/R SYSTEMS WITH AN INSTALLED REFRIGERANT CHARGE OF MORE THAN 50 POUNDS, SUCH AS CFC-11, CFC-12, CFC-114, AND SUBSTITUTES HFC-134A AND HFC-235FA, RECOVER REFRIGERANTS AND PREVENT INTENTIONAL RELEASE OF REFRIGERANTS. INSURV INSPECTS WORKER TRAINING AND EPA CERTIFICATIONS, ODS RECOVERY EQUIPMENT, AND RECORDS OF MAINTENANCE, INCLUDING LEAKAGE RATES. THE RECORDS MUST INCLUDE MAINTENANCE ACTIONS, NAMES OF TECHNICIANS PERFORMING WORK, POUNDS OF REFRIGERANT REMOVED, AND POUNDS OF REFRIGERANT ADDED. SHIPS SHALL KEEP THESE RECORDS FOR 3 YEARS. INSURV FREQUENTLY FINDS A LOG OF POUNDS OF REFRIGERANT ON BOARD, BUT NO RECORD OF LEAKAGE OR ACCIDENTAL DISCHARGES. IN SOME CASES, A 2K INDICATED AN AC UNIT WAS LEAKING FREON, YET THERE WAS NO ODS LEAKAGE ENTRY. ALSO, RECORDS ARE STILL REQUIRED EVEN AFTER CONVERSION OF AC/R UNITS TO NON-OZONE DEPLETING SUBSTANCES.

8. OIL CONTENT MONITORS: DURING INSURV INSPECTIONS, INFLUENT AND EFFLUENT SAMPLES OF WATER PROCESSED THROUGH THE OIL WATER SEPARATOR ARE TAKEN, ANALYZED, AND COMPARED TO OIL CONTENT MONITOR (OCM) READINGS TAKEN DURING THE SAMPLING. THE RESULTS OF THIS COMPARISON HAVE SHOWN THAT MANY OCMS ARE NOT PROVIDING ACCURATE READINGS. NAVSEA IS EVALUATING EQUIPMENT PROBLEMS, BUT SOME FAILURES ARE CAUSED BY IMPROPER OPERATION OF THE SYSTEM AND NOT COMPLETING THE REQUIRED PMS ON EITHER THE OWS, UNDER MIP 5932/006-20, OR OCM, UNDER 5932/018-46 OR 5932/NEW-59. SYSTEMS PLACED IN THE MANUAL MODE BYPASS

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AUTOMATIC SHUT-OFFS AND, WHEN LEFT UNATTENDED, WILL NOT SHUT DOWN IF THERE ARE PROBLEMS. LACK OF WATER FLOW THROUGH THE OCM FOR TWO MINUTES WILL DAMAGE THE ELECTONIC COMPONENTS AND PROVIDE ERRONEOUS HIGH OR LOW READINGS. THIS MAY THEN ALLOW EFFLUENT IN EXCESS OF 15 PPM TO BE DISCHARGED OVER THE SIDE OR IT MAY CONSTANTLY RECIRCULATE ACCEPTABLE EFFLUENT BACK TO THE HOLDING TANK. TO AVOID THIS PROBLEM THE SYSTEM MUST ALWAYS BE OPERATED IN THE AUTOMATIC MODE IF LEFT UNATTENDED. IF THE SYSTEM MUST BE RUN IN THE MANUAL MODE, AN OPERATOR SHOULD BE PRESENT AT ALL TIMES. THIS AND MORE INFORMATION ON OPA EQUIPMENT WAS PROVIDED IN A NAVSEA ADVISORY AVAILABLE ON THE NAVSEA WEBSITE WWW.NAVYSEIC.COM, OR ON THE INSURV WEBSITE DOUBLE SLASH WEBIX.NOSC.MIL SLASH INSURV, UNDER INSP PREPS NAVOSH.

9. THINNING MARINE COATINGS: REF A, ARTICLE 19-4.3.2K(5), PROHIBITS SHIP'S FORCE FROM THINNING MARINE COATINGS WITH ANYTHING EXCEPT WATER. SHIPS SHALL LABEL PAINT LOCKERS WITH A PLACARD STATING "THINNING OF MARINE COATINGS/PAINTS IS PROHIBITED." INSURV INSPECTORS RARELY SEE THESE SIGNS POSTED. THIS POLICY IS TO REDUCE THE AMOUNT OF VOLATILE ORGANIC COMPOUNDS (VOC'S) WHICH EVAPORATE AND CONTRIBUTE TO AIR POLLUTION. REF A, FIGURE 19.3, LISTS THE PERMISSIBLE VOC LIMITS FOR MARINE COATING APPLICATIONS. VOC CONTENT

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IS LISTED ON THE LID OF NEARLY EVERY PAINT CAN ON THE MARKET. SHIPS

SHALL ALSO MINIMIZE SPILLS OF MARINE COATINGS, ENSURE CONTAINERS ARE INTACT AND LEAK-FREE, AND KEEP CONTAINERS CLOSED WHEN NOT IN USE. CONTAINERS OF PAINT THINNER USED FOR SOAKING PAINT BRUSHES MUST BE BAGGED OR COVERED TO PREVENT EVAPORATION. REF A, ARTICLE 19-4.3.3, REQUIRES PERSONNEL WHOSE TASK ASSIGNMENTS MAY RESULT IN AIR POLLUTION, SUCH AS TOPSIDE PAINTERS OR USERS OF VOLATILE SOLVENTS, BE TRAINED ON AIR POLLUTION PREVENTION.//

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